

1. Vision, Goals, Policies (Draft)

The draft vision, goals and policies presented in this Plan are drawn largely from the *Los Altos General Plan*, which contains numerous policy statements that are supportive of walking. All recommendations that will be developed as part of Pedestrian Master Plan process will flow from the vision, goals and policies. The policies will be supported by specific implementation actions identified during the last stages of the development of the Pedestrian Master Plan.

1.1 Vision Statement

The vision statement expresses what walking will be like in Los Altos in the future if the City successfully implements this *Pedestrian Master Plan*. The draft vision statement below is consistent with the overall vision for Los Altos presented in the *Los Altos General Plan*:

In the year 2023, Los Altos is a walkable city where people of all ages and abilities easily, comfortably, and safely walk to downtown, neighborhood commercial centers, schools, parks, community amenities, and neighboring cities. Recreational walking opportunities are provided in all areas of the City, and a complete network of walkways connects neighborhoods to each other. A variety of context-sensitive walkway designs have been implemented, with each walkway reflecting the unique character of the neighborhood, whether it be a wooded, quiet, low-density residential area or the downtown village commercial area.

1.2 Goals and Policies

Goals expand on the vision with more detail, while policies provide more specific direction to implement the goals. Most of the goals and policies identified here are from the *General Plan's* Circulation Element and are noted with the specific *General Plan* Goal and Policy numbers. New goals and policies that supplement the *General Plan* policies are underlined.

Goal 1: Provide for safe and convenient pedestrian access for people of all ages and abilities.

Policies:

- P1.1 Work with the school districts and community organizations to create a Safe Routes to School program to help ensure students are able to safely walk and bicycle to and from school. (*General Plan Policy 4.3*)
- P1.2 Provide trails, sidewalks or separated pathways in areas where needed to provide safe bicycle and pedestrian access to schools. (*General Plan Policy 4.4*)
- P1.3 Implement the City's ADA Transition Plan, as it relates to public rights-of-way, including curb ramps, accessible signals, crosswalk markings, and other infrastructure programs.
- P1.4 Keep abreast of updates to the Americans with Disabilities Act as it relates to public rights-of-way, and develop a plan for upgrading city-owned and maintained facilities as new regulations are adopted.

Goal 2: Develop a network of walkways that provide convenient, comfortable, and safe pedestrian travel throughout Los Altos and to neighboring communities.

Policies:

- P2.1 Provide for safe and convenient pedestrian connections to and between Downtown, other commercial districts, neighborhoods, schools, City parks, and recreational facilities and major activity centers within the City, as well as with surrounding jurisdictions. *(Modified from General Plan Policy 4.2 and Parks Master Plan Policy 2.1.1)*
- P2.2 Pursue potential rights-of-way such as Santa Clara Valley Water District and other utility easements for bicycle and pedestrian trail development. *(General Plan Policy 4.6)*
- P2.3 Implement and require developers to implement street improvements that accommodate and encourage the use of non-automobile travel modes including walking, bicycling, and transit. *(General Plan Policy 2.6)*
- P2.4 Cooperate with adjacent jurisdictions to provide appropriate roadway transitions and street design, including pedestrian infrastructure. *(Modified from General Plan Policy 2.7)*

Goal 3: Design and operate the City's transportation infrastructure in keeping with Complete Streets concepts—providing for the mobility and safety of all transportation modes, including pedestrians.

Policies:

- P3.1 The design, construction, operation, and maintenance of city streets shall be based on a "complete streets" concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
- P3.2 Consider separated bicycle and pedestrian pathways along arterial and collector roadways. *(General Plan Policy 4.5)*
- P3.3 Establish priorities for bicycle and pedestrian improvements commensurate with the volume of vehicular traffic and include those priorities when funding transportation related projects. *(General Plan Policy 4.7)*

Goal 4: Improve pedestrian safety by reducing risk factors, such as vehicle speeds and conflict points, and by providing infrastructure that improves pedestrian safety.

Policies:

- P4.1 Keep abreast of the latest design and operational best crash reduction practices.
- P4.2 Work with neighboring cities and other jurisdictions to provide safe and adequate pedestrian and bicyclist crossings along major roadways to minimize impediments caused by vehicular

traffic, especially along major roadways such as El Camino Real, Foothill Expressway, and San Antonio Road. (*General Plan Policy 4.8*)

- P4.3 Achieve traffic volumes and speeds on collector and local streets that are compatible with the character of the adjacent land uses, the function of the street, and bicycle and pedestrian traffic. (*General Plan Policy 2.11*)
- P4.4 Implement the Collector Traffic Calming Plan and related traffic calming measures to reduce the speed and volume of traffic on local streets within the community, especially in residential areas and adjacent to schools. (*adapted from General Plan Policy 2.16*)
- P4.5 Narrow street segments and intersection approaches at appropriate locations to improve pedestrian safety and reduce travel speeds. (*General Plan Policy 2.19*)
- P4.6 Continue to work with the police department to promote compliance with traffic laws to improve the safety of the local roadway system. (*General Plan Policy 2.21*)
- P 4.7 Evaluate and improve existing and proposed uncontrolled marked crosswalks with the purpose of improving pedestrian safety and, in doing so, enhance pedestrian accessibility and mobility.

Goal 5: Provide for compatible multi-modal pedestrian connections.

Policies:

- P5.1 Encourage construction of safe, clean, and attractive transit stops which include seating. (*General Plan Policy 3.10*)
- P5.2 Provide pedestrian walkways to support connections with transit, including VTA bus and Caltrain.
- P 5.3 Use best practices design guidelines to provide for pedestrian travel on facilities shared with bicyclists (e.g. multi-use paths, bike lanes on roads without sidewalks.)

Goal 6: Increase pedestrian mode share for all types of local trips in order to reduce transportation-related greenhouse gas emissions, congestion, and parking demand.

Policies:

- P6.1 Develop and fully implement a pedestrian master plan with a specific focus on local vehicle trip reduction by 2020. (*Draft Climate Action Plan Action Item 1.1.B*)
- P6.2 Support a rotating car-free day program at local schools and as part of other local events to raise awareness about school commute. (*Draft Climate Action Plan Action Item 1.1.C*)
- P6.3 Continue to pursue and implement Safe Routes to School projects. (*Draft Climate Action Plan Action Item 1.1.E*)

Vision, Goals and Policies

- P6.4 Continue to implement the City's Complete Streets policy and traffic calming plans and projects. *(Draft Climate Action Plan Action Item 1.1.E)*
- P6.5 Encourage City employees to use non-motorized transportation, such as walking or bicycling, when conducting off-site City business. *(Draft Climate Action Plan Action Item 5.2.B)*
- P6.6 Develop city-sponsored programming and materials that encourage walking and increase public awareness of available facilities for safe walking, such as a Safe Routes to Schools program, a walking map, walking tours of the city, street fairs, and pedestrian safety pamphlets, and promote these materials on the City website and at special events.